



Performance Indicators



Green Transport

Mobility solutions indicators

An indicator should provide information about the achievement of an indented result or quality – which on their own tend to be composed of many different factors and cannot easily measured in quantitative terms. However, certain performance characteristics can help to evaluate result and quality of an effort, and to compare it with other.

Low-carbon indicators 低碳指标. The Regions for Sustainable Change project has developed a comprehensive toolkit of low-carbon indicators for use by European regions in policy making. The toolkit is designed to provide assistance in identifying, measuring, and reporting on indicators.

Users of the toolkit will be able to find guidelines on low-carbon growth and how indicators can be used; read about existing indicators at local, national and international levels; browse a thematic list and select from them to create a unique set of indicators; assess and monitor the effectiveness of policies with a questionnaire; and get inspiration from good practice examples from European regions.¹

Audit and certifications scheme 审计和颁发证书. The ADVANCE project developed an audit scheme that helps cities evaluating their sustainable urban mobility plans (SUMP). The audit is a tool that analyses the strengths and weaknesses in the current sustainable mobility planning of a city and gives clear indications for improvement. Measures and areas of actions to improve the sustainable mobility planning in the city can be derived directly from the action plan that results from the audit process. The action plan can be used as a basis for an updated plan.²

Clean Air Scorecard 清洁空气得分榜. The Clean Air Scorecard is an excel-based tool to improve air pollution and GHG emissions management based on three indices: (1) Air Pollution and Health Index; (2) Clean Air Management Capacity Index; (3) Clean Air Policies and Action Index. The latest version also incorporates indicators on: (i) regional air quality management; (ii) policy enforcement effectiveness rate; (iii) inventory of air quality management tools and models. The overall clean air score provides a quick snapshot on the overall status of clean air management in a city. It specifically accounts for the transport sector within the overall assessment.³



Overview of 'Eco-City' Indicator Schemes and Frameworks^{iv}

Developing and deploying new and sustainable fuels and propulsion systems

1) Halve the use of 'conventionally-fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO₂-free city logistics in major urban centres by 2030¹⁰.

(2) Low-carbon sustainable fuels in aviation to reach 40% by 2050; also by 2050 reduce EU CO₂ emissions from maritime bunker fuels by 40% (if feasible 50%¹¹).

Optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes

(3) 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed.

(4) By 2050, complete a European high-speed rail network. Triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail.

(5) A fully functional and EU-wide multimodal TEN-T 'core network' by 2030, with a high quality and capacity network by 2050 and a corresponding set of information services.

(6) By 2050, connect all core network airports to the rail network, preferably high-speed; ensure that all core seaports are sufficiently connected to the rail freight and, where possible, inland waterway system.

Increasing the efficiency of transport and of infrastructure use with information systems and market-based incentives

(7) Deployment of the modernised air traffic management infrastructure (SESAR) in Europe by 2020 and completion of the European Common Aviation Area. Deployment of equivalent land and waterborne transport management systems (ERTMS, ITS, SSN and LRIT, RIS). Deployment of the European Global Navigation Satellite System (Galileo).

(8) By 2020, establish the framework for a European multimodal transport information, management and payment system.

(9) By 2050, move close to zero fatalities in road transport. In line with this goal, the EU aims at halving road casualties by 2020. Make sure that the EU is a world leader in safety and security of transport in all modes of transport.

(10) Move towards full application of "user pays" and "polluter pays" principles and private sector engagement to eliminate distortions, including harmful subsidies, generate revenues and ensure financing for future transport investments.

Measuring Public Transport Performance 公共交通评价体系. This paper describes the role that performance measurement can play in public transportation planning and management, the need for developing cities to start adopting performance evaluation and the steps for initiating this. It provides examples of successful public transport performance evaluation systems from across the globe, including developing cities that are beginning to explore these systems, and identifies key factors necessary for creating successful evaluation systems.^v

ITS and Traffic Management Key Performance Indicators 智能交通系统和交通管理评价指标. Cities today face many common transport problems and implement similar urban traffic management solutions, with Intelligent Transport Systems (ITS) playing a prominent role. However, in the absence of a set of widely accepted performance measures and transferable methodologies, it is very difficult for a city to objectively assess the effects of specific

applications (policies and technologies) and to make use of lessons learnt from other cities. The aim of this report is to define a common evaluation framework for the performance of traffic management and ITS in the form of a set of Key Performance Indicators (KPIs), and to present guidelines as to its application.^{vi}

Credentials:

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References

¹ <http://www.rscproject.org/indicators/>

² Audit Guideline: http://eu-advance.eu/docs/file/d2_5_final_advance_audit_scheme_including_guidelines_en.pdf

³ <http://cleanairasia.org/portal/scorecard>

^{iv} Source: EC White Paper (2011), p.11

^v <http://www.sutp.org/component/phocadownload/category/110-td9?download=223:td-mptp-en>

^{vi} Source: http://www.eltis.org/sites/eltis/files/trainingmaterials/conduits_key_performance_indicators_its.pdf

Further reading :

Joss, S. (ed.). 2012. *Tomorrow's City Today – Eco-City Indicators, Standards & Frameworks*. University of Westminster. London, p. 9. http://www.westminster.ac.uk/data/assets/pdf_file/0007/198358/Bellagio_Spreads_PDF-Version_28.1.13-12.pdf